

California Department of Transportation

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May 15, 2023

Mr. Robert Garcia
Senior Planner
City of Orange
300 E. Chapman Ave.
Orange, CA. 92866



File: LDR/CEQA
SCH: 2021090399
12-ORA-2022-02262
SR-57, PM 12.452
SR-55, PM 15.242

Dear Mr. Garcia,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Draft Environmental Impact Report (EIR) for the 534 Struck Avenue Project. Approval of Project entitlements would allow for redevelopment of the Project Site with a 57,900 square foot (sf) 45-foot (ft) tall Truck Terminal that includes 52,900 sf of warehouse space and 5,000 sf of office space, and a 5,400-sf maintenance building. The building would include 84 dock doors (cross-dock configuration). The Project would provide 59 standard automobile parking stalls, 2 standard accessible parking stalls, one 12 ft by 18 ft accessible parking stall, and 188 trailer parking stalls. The building would operate 24 hours a day, 7 days a week. It is anticipated that the facility would employ a total of 150-200 employees. The redevelopment would require the demolition of the existing 40,000 sf manufacturing facility, associated parking, and removal of an unused portion of the existing BNSF Railroad spur located on the east side of the Site. Additionally, the Project would remove approximately 315 linear feet of on-street parking along Struck Avenue.

The Project Site is located at 534 Struck Avenue in the City of Orange, Orange County, California, generally located north of Collins Avenue, east of Batavia Street, south of Struck Avenue, and west of Burlington Northern & Santa Fe (BNSF) Railroad. The project is a mile and a half to State Route (SR) 57 and two miles to SR-55. Both SR-57 and SR-55 are owned and operated by Caltrans. Therefore, Caltrans is a responsible agency on this project, and has the following comments:

Freight Operations and Planning

1. This review considers the applicant's assertion that "the Project site is within an urbanized and industrial portion of the city that is not conducive to walking" on (pg. 4.10-9) an unacceptable characterization of the local context. Complete streets elements are appropriate in all conventional roadway contexts. The review also rejects that "no impacts would occur" regarding bicycle and pedestrian circulation and encourages the applicant to work with the City of Orange to supplement its Bikeway Master Plan to enhance safety for all road users.
2. Consider encouraging or incentivizing the use of transit among both construction workers of the proposed development and future employees. Increasing multimodal transportation will lead to a reduction to congestion, Vehicle Miles Traveled, and improve air quality.

Caltrans' mission is to provide a safe, sustainable, equitable, integrated, and efficient transportation system to enhance California's economy and livability. Please continue to coordinate with Caltrans for any future developments that could potentially impact State transportation facilities. If you have any questions, please do not hesitate to contact Julie Lugaro at Julie.lugaro@dot.ca.gov.

Sincerely,



Scott Shelley
Branch Chief, Regional-IGR-Transit Planning
Caltrans, District 12

Struck Ave Comment Letter 12-ORA-2022-02262

Final Audit Report

2023-05-15

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